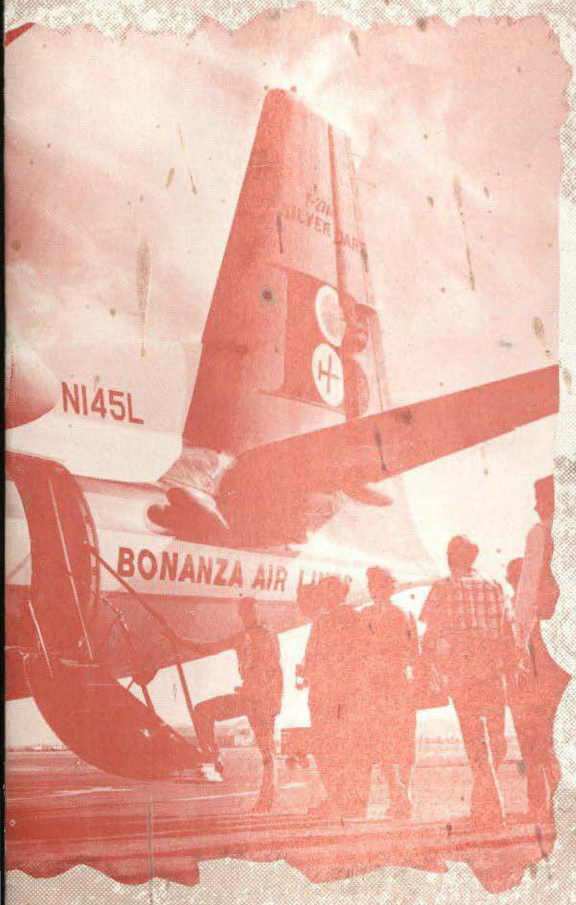
2700 AIRLINE WAY



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THE BIG B

2ND QUARTERLY 1962

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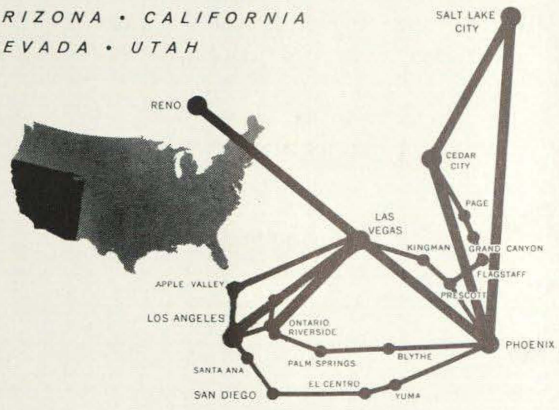

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The above symbol, and the name – Silver Dart – are registered with the U.S. Patent Office, Washington, D.C.

PHOTO CREDITS

2700 Airline Way — Joe Sabol, Lee Zambon
The Keeley's Discover BonanzaLand — John Polsgrove
Profile – Chauncey Reese — Ernie Wynn
People in BonanzaLand
A Queen Takes a Holiday — Doug Davolt
A Hostess Hulas in a Silver Dart — Louise White

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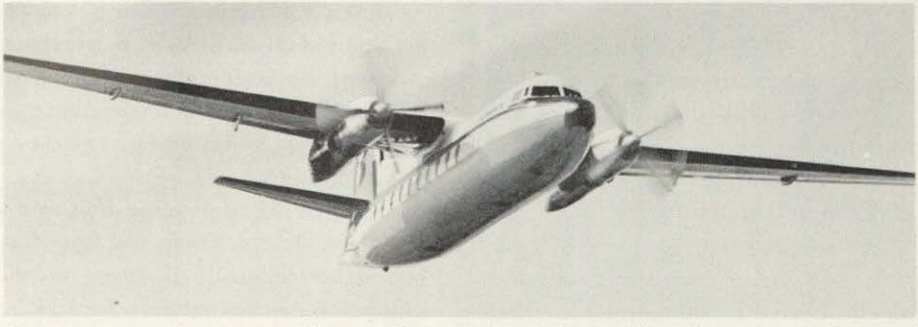


Bonanza's Jetprop Silver Dart – Jet Age Comfort and Speed
ON ALL FLIGHTS — ON ALL ROUTES

2700 AIRLINE WAY

The phone rang. Joe Bon lifted the receiver.

"Bonanza Air Lines radio and instrument division."

"This is Jim Jones at Skyline Airways. We need a directional gyro as soon as we can get it."

At 2700 Airline Way in Phoenix, the radio and instrument division receives calls like this from around the country. Although the primary purpose of the division is the maintenance of Bonanza's radios and instruments, half of the radio work, and 60% of the instrument work, is for outside clients.

Orders are received from private and corporate aircraft owners in many states across the nation. In addition, the division services radios and instruments for four scheduled airlines — Northern Consolidated, Wien Alaska, Frontier and Trans Mar de Cortes.

"We have an exchange service," explains division supervisor Joe Bon Smith, "which permits a customer to replace his damaged equipment with one of our instruments on stock, and then send his instrument to us for repair.

"The service also allows pilots in transit through Phoenix to have parts replaced in a couple of hours. Otherwise, from two days to a week might be needed to overhaul the damaged instrument."

The radio division is licensed to repair, overhaul and modify all brands and models of radios that Bonanza has listed with the Federal Aviation Agency. The instrument division is federally certificated to service instruments in mechanical, electrical and gyroscopic classes, from the simplest pressure gauge to some of the most complicated gyros such as the vertical gyro used for stabilization on the radar of the Fairchild F-27.

Bonanza's radio and instrument division was established in December 1958, with Joe Bon Smith as supervisor over two technicians — Carl Brechbill and Joe Hahn.

The first month's outside business amounted to $28. Today, the gross income each month runs over $6,500, and the shops have expanded to house thirteen employees — the supervisor, an inventory and stock clerk, eight instrument technicians and three radio technicians.

Each technician was chosen for his individual ability in a particular phase of the division's operations, as well as for his overall experience as an aircraft radio or instrument technician.

Four of the staff — Joe Bon Smith, Joe Hahn, Lloyd Brady and Lee Zambon — are federally licensed technicians. Dave Habighorst holds an F.C.C. radiophone license and Gordon Feitler is a licensed A&E mechanic.

Joe Bon Smith has 22 years in instruments and radios. He did Bonanza Air Lines work under contract for twelve years before Bonanza established the division and employed him as supervisor.

In the sales office and stock room, Jack Largo handles sales, shipping, receiving, and inventory control for the division.

Carl Brechbill started out as a watchmaker, and was an instructor in that profession for two years before switching to instruments in 1952. In the instrument shop, he specializes in pressurization and the London-made Smith instruments, for which Bonanza is an authorized repair shop.

"Carl knows more about Smith instruments and the F-27 than any one in the division," says Joe Bon.

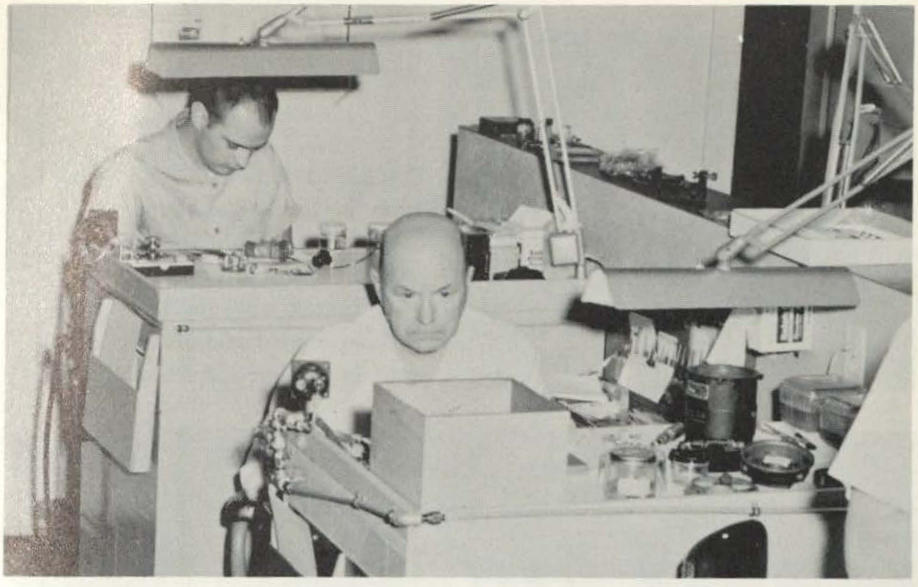
(continued next page)

Joe Hahn, lead technician of the instrument shop, has been working with instruments for 14 years. Joe's main project last year was on-the-spot training in the construction and maintenance of auto pilots at Mitchell Industries in Texas and at Tactair Products in Pennsylvania. As a result of his on-the-spot training, Bonanza is an authorized overhaul and service station for these auto pilots which are used in single-engine and light twin-engine aircraft.

Working with Joe Hahn on air gyros and modified auto pilots is Wally Reifen who has ten years experience in instruments.

Lee Zambon's specialties are electro-gyros and radio navigation instruments. Lee began his 19 years in aircraft instruments during World War II, when he served in the Army Air Corps.

John Carnell is also an electro-gyro technician in the shop. For 3½ of his six years as an instrument technician, he was with the Air Force.



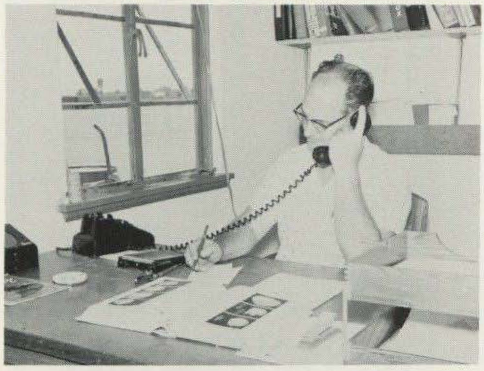
Jack Shirkey (in foreground) works with gyro horizons and directional gyros.

"Since seat-of-the-pants flying is becoming a thing of the past, a good many light aircraft owners are having more and more instruments installed in their planes," says Jack. "Part of my job is modifying DC-3 auto pilots for use in light aircraft."

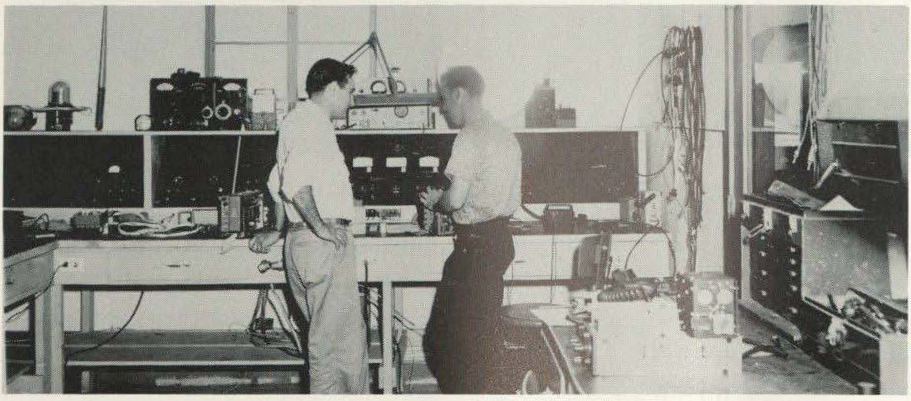
Seated behind Jack is Larry Gustafson, the newest employee in the instrument shop.

"I'm the only one in here who doesn't have at least a half-dozen years in instruments." Larry works with Jack on artificial horizons and directional gyros.

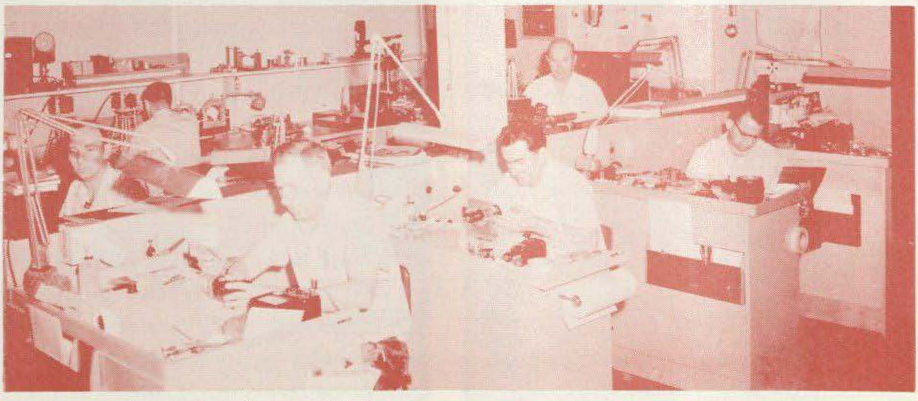
Bob Murphy works on altimeters, rate of climbs, and air speeds. He has been an instrument technician for nine years. Here, he is testing an altimeter in a pressure chamber. Each instrument must be tested and receive final inspection from the chief inspector before it is released for service. All testing and inspection equipment receives specified, periodic laboratory checks to assure accuracy and correct calibration. *(continued next page)*



Lloyd Brady, lead technician in the radio shop, has 20 years experience. He was chief radio technician at Bonanza's Las Vegas headquarters before the instrument and radio division was established in Phoenix.



Dave Habighorst (right), electronics technician in the radio shop, works with Lloyd in repairing and overhauling the radios. Gordon Feitler, with ten years as an A&E mechanic, is responsible for the installation of radios and instruments in the aircraft.



An overall view of the instrument shop.

$100 DUTY FREE

Tips for Overseas Tourists

Even though the limitation on duty free goods brought into this country was reduced from $500 to $100, U. S. residents are still able to collect a reasonable amount of purchases on their overseas excursions.

Here are some helpful suggestions on U. S. Customs laws from Trans World Airlines:

If you are overseas at least 48 hours, no duty will be charged on foreign-purchased goods up to $100. But remember, the $100 exemption is applicable only once every 31 days.

Items brought in free of duty and tax must be purchased as an incident of the trip. If you order an item before you go, then pick it up over there, Customs may want a duty payment.

If you want to take foreign-made items – cameras, binoculars, etc. – on your trip, register them with Customs before departing. This will be proof on your return that they weren't bought on the journey.

If you buy something overseas to be shipped to you later, be sure to report it to Customs, for its value must be declared toward your exemption.

While overseas, you may want to send Aunt Minnie some perfume, or a box of cigars to Uncle Herman. Gifts of tobacco, alcoholic beverages and alcoholic perfumes costing more than a dollar don't come under the exemptions. All other items are exempt, if the total value of gifts received by one person, in one day, doesn't exceed $10. One good thing, though, such gifts don't count against your own exemptions.

Residents not entitled to the $100 exemption because they did not remain outside the United States for at least 48 hours, or because they previously used their exemption, and non-residents may bring personal and household articles into the U. S. tax and duty free if the total value does not exceed $10.

Non-resident of the U. S. may bring in household effects duty free if they have been used abroad for a year.

If you buy a car, plane, boat or any other vehicle over there, it can be brought into the U. S., provided it's only for use by you and your family.

(continued next page)

Remember, just about anything you buy abroad and bring in duty free cannot be sold in this country for perhaps a year, or even three years. Check with the government before selling anything, or it may be subject to forfeiture.

Avoid bringing back plant or animal products. The U. S. and other countries restrict the import of plant and animal products to discourage the international transportation of agricultural pests. Restrictions may be levied on the importation of pets, too, so check with Customs before buying any animals.

Try to pack your purchases in a group on top of your personal items. Then the Customs inspector can look at your declaration sheet, check it with the items you have, and wave you through with a cheerful farewell.

For a handy quick-reference breakdown of the Customs laws, write to the Bureau of Customs, U. S. Treasury Department, Washington, D. C.

OH — THIS SPACE AGE!

Illustration courtesy of Aerojet-General

Aerojet General Corporation has a delightful series of space age stories, called "Take Me To Your Reader". These stories, written by Don Bailer, tell the complex space age story — at least segments of it — with a twist that makes for easy and enjoyable reading. The following is an excerpt from the collection:

Common Kitchen Utensil Solves Atom Age Problem

You've heard plenty about how "modern science helps solve the housewife's problems."

Well the housewife has responded in kind.

From right out of her supply of pots and pans in the kitchen cupboard, she has come up with a utensil which solved an Atomic Age problem.

Scientists at Aerojet-General Corporation's Nucleonics plant needed a supply of small, water-tight containers with lock-on lids to store uranium.

The containers had to be small, because large concentrations of uranium in one container could be dangerous.

They had to be water-tight, because uranium wet could also constitute a danger.

They had to have lock-on lids to prevent any possibility of spillage.

As the atomic experts pondered their problem, an ingenious employee-housewife solved it for them with the same exasperating womanly deftness that used to re-start cars with hairpins.

Her perfect solution — an ordinary pressure cooker, plucked from the prosaic world of the pantry.

Temporarily-stalled science rolled on again.

"He'd feel a lot better about launching into space if he could walk around and kick some tires before he takes off. . ."

Cartoonist Frank Adams, General Dynamics News

With the space age comes a new vocabulary. Some of the same old words now have new meanings. The following is a reprint from Norad News, Dec. 22, 1961.

Space Age Vocabulary

"Sitting fat" is not necessarily an inference that someone needs the hip course at the nearest reducing emporium.

Chances are, the person using the expression is one of the new linguists of the space age who is speaking a growing language that already ranges from "A-okay" (all systems working perfectly) to "zero-G" (the state of weightlessness).

In this argot of the astronautical world, "sitting fat" means in orbit with everything working fine — or A-okay.

Aerojet General Corp. practitioners of the new nomenclature point out that in many cases men of the space age simply grasp the handiest coinages of the moment to describe their world.

"Eyeballs in," for example, might sound like a description of someone cockeyed drunk, but it actually refers to the direction of the pressure caused by great acceleration, such as a take-off.

"Blowoff" doesn't refer to the loudmouth of the launch site. It means separation of a payload from the rocket by an explosive device.

"T-time" is not an afternoon break with crumpets. It's when the button is pushed to launch a missile.

And a "sunseeker," regrettably, is not a nifty in a bikini. It's simply a gadget to keep instruments aimed at the sun.

THE KEELEY'S DISCOVER

THESE ARE THE KEELEY'S, Edward and Kathryn, of Allentown, Pennsylvania. Ed is personnel manager for Trojan Powder Company, manufacturers of commercial explosives; and Kay and her brother have a Ford dealership in Hellertown.

Last year, the Keeley's planned a trip to Hawaii, with stopovers in Las Vegas and Los Angeles to visit friends. So, in the latter part of December, they drove to Philadelphia and boarded TWA's flight to Las Vegas. This was their first trip west, and Kay's first plane trip.

They had intended to spend about a week in Las Vegas, a few days in Los Angeles and the balance of their vacation in Hawaii. But at Las Vegas, the originally-planned holiday was revised during a conversation with their Las Vegas friend, Ethel.

Kay and Ed had spent the day touring Hoover Dam and Lake Mead, so the conversation that evening had started with the Las Vegas area, then developed into a discussion of Nevada and the West. During the conversation, the Keeley's decided to make a trip to Reno as long as they were so near, and it might be several years before they would be in the West again.

"I wish we could see Phoenix and San Diego, too, while we're here," Kay said. "We have friends in Phoenix I'd like to visit, and I understand that San Diego has one of the nicest climates in the country."

"What you two need," said Ethel, "are BonanzaLand area-fare tickets. Then you could go to Reno, Phoenix, San Diego, and several more cities, too."

When Ethel explained the BonanzaLand area-fare, Ed and Kay were sold on the idea. They started to re-plan their itinerary for the next few days — an itinerary that found them in Palm Springs some fifteen days later.

It was in Palm Springs that we interviewed them. By then, they had toured most of Bonanza's system —

BONANZALAND, USA

and made their air-tour of Hawaii as well!

The day after their talk with Ethel, they started their BonanzaLand tour by flying to Reno.

"It was our first flight on an F-27," Kay told me. "The Silver Dart is a beautiful plane."

In Reno, they rented a car and drove to Lake Tahoe. "The scenery in the Sierras can't be beat," remarked Ed. "From Tahoe, we went to Virginia City. No one going into the Reno area should miss Virginia City. The Bucket of Blood Saloon, Piper's Opera House, and the offices of the Territorial Enterprise are more than worth the trip."

They returned to Reno that afternoon for a tour of the casinos and dinner before catching the flight back to Las Vegas.

The following day, they caught the flight to Phoenix, where they made a complete tour of the city, visited Scottsdale, and drove along the Apache Trail.

"The stark beauty of desert mountains – particularly at sunset – is really spectacular," Kay said. "An Easterner thinks of mountains as always covered with forest. It's quite a surprise to view the brilliant reds and purples of the desert mountains at sunset.

"Phoenix was one of our favorite stops. We'd like to spend more time there."

Next on their itinerary was a flight to Salt Lake City. "It's without a doubt, one of the most scenic flights in the country," Kay continued. "The stewardess pointed out the landmarks along the way – Kaibab Forest around Prescott, the San Francisco Peaks at Flagstaff, Grand Canyon, Glen Canyon Dam being built at Page, the beautiful country around Cedar City and Salt Lake City."

A view of Grand Canyon and the Colorado River through a window of the Silver Dart.

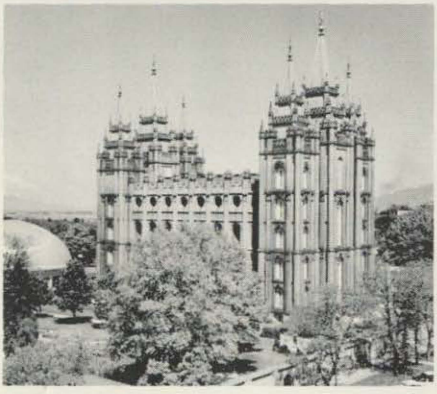
"Out of curiosity," said Ed, "I was keeping track of the air miles we had flown and what it would have cost if we hadn't bought our BonanzaLand tickets.

"The area-fare had paid for itself by the time we were flying toward Page."

(continued next page)

At Salt Lake City, Kay was impressed with the wide streets and the symmetry of a city that had been planned 115 years ago.

"And there's nothing anywhere to equal Mormon Temple Square," she said. "The serenity of those grounds — right in the heart of a busy metropolis. The memory of the recital on the Great Organ in the Tabernacle will stay with me for years."



Temple Square — heart of Salt Lake City.

Cabrillo Monument and the Old Spanish lighthouse at Point Loma, San Diego.

Kay and Ed still had a day or two before they were to depart for the Islands, so they flew to San Diego, getting a second look at the canyon route to Phoenix, and then a bird's-eye view of Yuma, Arizona and El Centro, California.

At San Diego, the Keeley's included a ride in an outdoor glass elevator in their tour. The elevator travels to the top of one of the city's large hotels.

"The view of San Diego is tremendous from that elevator," said Ed.

They returned to Las Vegas in time to depart for Hawaii and "a very delightful air and land tour of the Islands."

Mainland again, they still had several days in which to take advantage of their BonanzaLand tickets. So after a visit with their friends in Los

Ed and Kay relax under the palm trees at a guest ranch in Palm Springs, California.

The Keeley's discuss their BonanzaLand tour with Bonanza publicity editor, Louise White.

Angeles, the Keeley's were off again — this time to Palm Springs.

They intended to spend just a day or two, but Palm Springs in the winter is hard to break away from.

When we met them at the guest ranch where they were staying, they were lazing in the sun, wishing they could extend their vacation just a little longer.

When our conversation got around to Hawaii, I mentioned that the island airlines were contemplating an area-fare patterned after the BonanzaLand fare. They felt that such a fare for Hawaii would be as big a selling point as the BonanzaLand fare was to them.

We computed their complete BonanzaLand itinerary. The Keeley's had flown 2,948 miles on their $90 area tickets. Had they paid for each flight as they took it, the first class fare would have been $208.90 for each of them.

Kay summed it up. "We were able to visit six western cities that we wouldn't have seen without our BonanzaLand tickets. We hope to come out again and see more of the area. BonanzaLand is a wonderful idea. You can be sure we'll tell our friends back home about it." **Louise White**

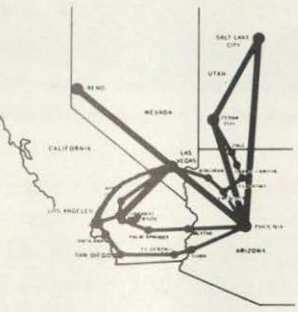
If you live anywhere in the world outside the continental U.S. west of the Mississippi, or south of the 25th parallel in Mexico, you may take advantage of BonanzaLand "unlimited travel" area-fares. For more information, see ad on inside front cover. For details, contact your travel agent, nearest airline, or write for brochure to Bonanza Air Lines, Box 391, Las Vegas, Nevada.

are you **12** through **21?**

***BONANZA**–First Airline in America to offer you...*

Half Fare

on round trips between most cities

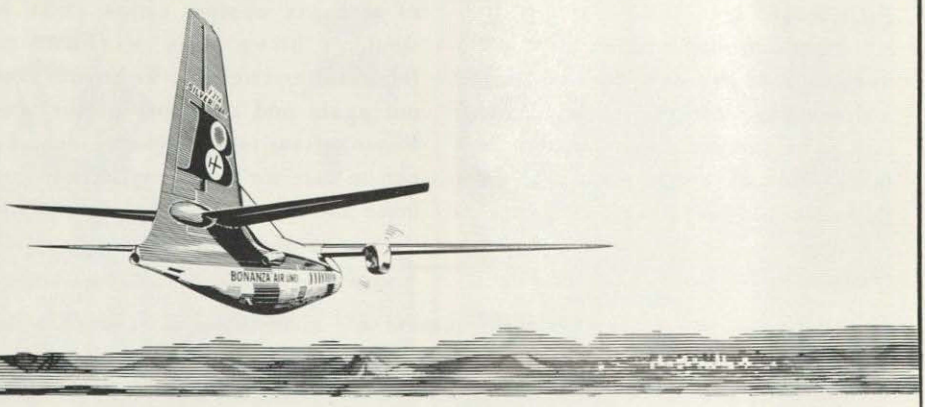


If you are 12 through 21 years of age, here's big money-saving news! Now you can fly for *half of the first class round trip fare!* Students, servicemen, even employed youths can take advantage of this new low fare. Only your age counts.

Here's all you do: Make your reservation in the normal manner – *anytime you wish.* When you pick up your ticket, show proof of age, i.e. driver's license, and pay an *annual* charge of $2. You will then be issued a Bonanza Youth Fare Membership & Identification Card. This card is your proof of age. You are now eligible to fly any time, any day, between *most* cities on Bonanza's system (round trip only) for *half fare!*

Nothing could be easier or more convenient. Start saving *now!* Next trip, fly Bonanza Air Lines.

For reservations call your travel agent or Bonanza Air Lines



BONANZA AIR LINES

FROM THE SCRAP BOOK

by Laurie Pittman

FIFTEEN YEARS AGO

April 1947. BONANZA BEGINS SUNDAY FLIGHTS...Bonanza Air Lines, operators of plane service between Reno and Las Vegas, will begin regular Sunday flights between the two communities on April 20. Under the revised schedule, Tuesday will be the only "off" day, according to E. C. Converse, owner and operator. Converse said that as soon as a new airplane now on order is received, regular seven-day service will be provided.

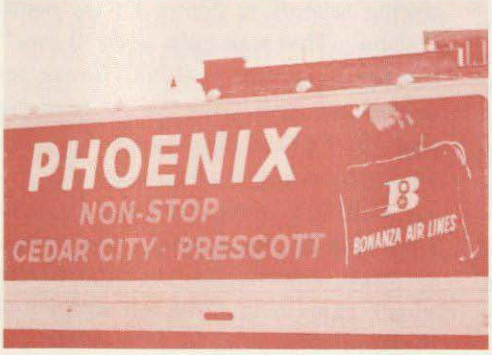
TEN YEARS AGO

April 1952. BONANZA ADDS NONSTOP...Bonanza Air Lines will inaugurate a new nonstop, one hour and 40 minute flight from Las Vegas to Phoenix, starting April 27th. "This is the first opportunity to expand our existing service of two round trips a day," stated the company's vice president of sales. Increasing passenger traffic and rapidly developing community interest between the cities are given as the reasons for the increase in schedules.

Phoenix Billboard – Circa 1952

FIVE YEARS AGO

June 1957. BONANZA GETS PHOENIX-SALT LAKE ROUTE...The Civil Aeronautics Board has authorized Bonanza Air Lines to provide service between Salt Lake City and Phoenix. The authorization for Bonanza's service between the Utah and Arizona capitals provides for nonstop flights "after certain daily minimum service to the intermediate points enroute." The Board also authorized addition of Palm Springs, California as a joint intermediate point on Bonanza's present route between Phoenix and Los Angeles.



Salt Lake City – January 1958

PROFILE

Chauncey Reese
division chief pilot for Bonanza

CHAUNCEY REESE is chief pilot, Las Vegas division, for Bonanza. As division chief pilot, Chauncey supervises all Las Vegas based pilots, trains and line-checks the crews, conducts periodic proficiency checks, and instructs in Bonanza's initial and recurrent courses in the Fairchild F-27A.

"The training program has always been important to us," said Reese. "Our pilots and maintenance crews are required to take periodic refresher courses, after their initial training, to keep pace with advancements in techniques.

"Last fall, the Federal Aviation Agency was looking for a training school in F-27 maintenance and operations. They came out, looked over our operations, liked them, and made arrangements with us to train their inspectors.

"The first group arrived in December. There were five in that first group, all with absolutely no training in the F-27. They were really green, but they were also anxious to learn. They took the course right along with our own people, and checked out fine with the local FAA inspector."

Chauncey is a native of Watertown, New York.

He was a civil service stenographer with the Army Corps of Engineers before entering the army in 1943. He transferred to the air corps in July of that year and graduated December 1944 as a 2nd lieutenant, B-24 pilot.

During his tour of duty, he was stationed for a while in Boise, Idaho. He liked Idaho and returned to Boise after his release from active duty.

Reese joined the 190th Fighter Squadron of the Idaho National Guard, serving as operations officer for the next ten years. During his guard service, he chalked up some 3,000 flight hours, and had two narrow escapes.

"In 1954, while we were manuevering at the aerial gunnery range, I was in a mid-air collision," Chauncey said, "But I was ejected from the F-86 and came out of it all right. Then in 1955, I had an engine flame-out on a T-33 during takeoff at Sioux Falls, South Dakota. That was quite a thrill too."

On December 9, 1955, Reese received the Well Done Award from the 4th Air Force Headquarters for his action in safely landing the T-33.

In 1957, Chauncey accepted a position as pilot for Bonanza and moved to Las Vegas. He was promoted to check captain in 1959, and appointed division chief pilot in July 1960.

PEOPLE IN BONANZA LAND

A COMMISSIONER CUTS THE RIBBON

D.W. Robinson, vice president of airport commissioners, cuts the ribbon that officially opened the new ticket offices of Bonanza Air Lines in TWA's satellite #3 at Los Angeles International Airport.

At the ceremonies, Robinson welcomed Bonanza as "the first local service carrier to move into the jet-age terminal."

"We look forward to decades of progress," Robinson concluded, "for Bonanza Air Lines and Los Angeles International Airport."

The move into TWA's satellite facilitates interline connections between Bonanza and Trans World, and the other airlines operating out of the new airport.

A QUEEN TAKES A HOLIDAY

Charlene Thude, queen of Chandler, Arizona's golden jubilee, arrives in Las Vegas for a two-day holiday at the Tropicana Hotel. She is welcomed by police chief Leo Kuykendall, who, as an envoy for Las Vegas, presented her with a key to the city. Representatives of the Tropicana and Bonanza were also on hand to greet her.

Charlene reigned over the week-long jubilee and the spectacular pageant, "Chandlerama", depicting the dramatic events in Chandler's history.

PEOPLE IN BONANZA LAND

AN ANGEL WEARS A BONANZA CAP

Bill Rigney, manager of the Los Angeles Angels, wears his Bonanza pilot's cap as he watches the Angels play ball at Palm Springs. The cap was presented to Rigney by Bonanza, sponsor of the program, "Bill Rigney Reports," which precedes the play-by-play broadcasts of all Angels games.

This is the second year that Bonanza has sponsored the behind-the-scenes program.

Rigney, the first manager of the Los Angeles Angels, was pilot of the New York Giants prior to the Angel's entry into the American League in December 1960.

A HOSTESS HULAS IN A SILVER DART

Darlene Patigayon, lovely Aloha Airlines stewardess, sings and dances for Phoenix-bound passengers. Darlene traded jobs, apartments, and cars with Bonanza hostess, Vivian Call, in a one-month good will exchange program between the airlines.

Darlene flew Bonanza's routes, and made personal appearances in cities on Bonanza's system, acquainting mainlanders with the Islands.

A native of Hilo, Darlene was chosen Miss Philippines-Hawaii in 1960. During the three years she has been with Aloha, she has made good will tours to Japan, Hong Kong, Phillipines, London, and the western part of the mainland.

PEOPLE IN BONANZA LAND

A VICE PRESIDENT IS ELECTED

John D. Lindsay, was elected to the newly created position of vice president – advertising and publicity, at Bonanza's recent board of directors meeting in Salt Lake City. Lindsay has been with Bonanza since April 1960, serving as director of public relations and publicity for the past two years. He has been associated with the local airline industry for thirteen years.

As vice president, he will continue his responsibilities for the overall advertising and publicity programs, working directly with Bonanza's advertising agency, Hal Stebbins, Inc., of Los Angeles.

A SALES REP VISITS THE SAN DIEGO ZOO

Cal Crozier, Bonanza district sales manager for the Salt Lake City area, poses at the San Diego Zoo with chimp, Johnny. Cal took time out to visit the zoo while in San Diego for a series of meetings with travel agents, airline representatives and ski clubs.

He presented slide lectures about the Salt Lake City area, and films of the ski resorts in the area, to these groups, and in addition, made an appearance on TV to discuss the ski resorts and skiing in the Salt Lake City region.

While Cal was in San Diego, Bonanza district sales manager, Jim Jenks, was in Salt Lake City presenting slide talks about San Diego.

TRAFFIC REPORT

1st QUARTER '62

The first quarter figures show the following records for Bonanza:

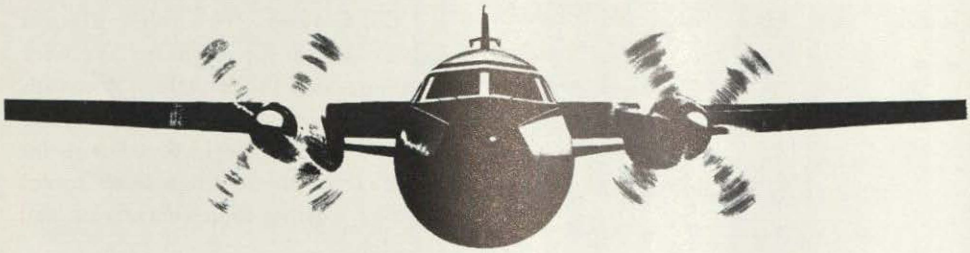
Passengers - 95,104 systemwide, an increase of 25.9% over the first quarter of 1961.
Freight (lb.) — 494,294 systemwide, an increase of 37.74% over the same period in 1961.
Express (lb.) — 141,318 systemwide, an increase of 12.07% over the quarter in 1961.

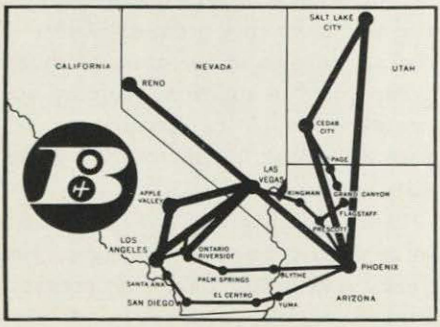
Systemwide records were set in all three categories in January, and then again in March, to establish a new quarterly record in each category.

A new average of 1055 passengers a day was established during the three-month period, with the high set at 1295 passengers on March 1st and the low recorded at 809 passengers on January 6th.

During the quarter, 7 stations reported new monthly records in passengers enplaned, 3 stations reported new records in express, and 2 reported new records in freight.

HERE COMES BONANZA!





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LOS ANGELES TO LAS VEGAS

Flight Number		402	412	404	414	406	416	408	418
Los Angeles	Lv	8:30 AM	12:05 PM	1:45 PM	4:30 PM	5:30 PM	6:45 PM	8:10 PM	9:25 PM
Ontario	Lv	↓		↓	4:58 PM	↓		↓	9:53 PM
Riverside	Lv		12:33 PM				7:13 PM		
Apple Valley	Lv		12:58 PM				7:38 PM		
Las Vegas	Ar	9:40 AM	1:43 PM	2:55 PM	5:51 PM	6:40 PM	8:23 PM	9:20 PM	10:46 PM

LAS VEGAS TO LOS ANGELES

Flight Number		411	401	403	415	405	407	417	419
Las Vegas	Lv	6:20 AM	8:00 AM	12:05 PM	3:00 PM	4:00 PM	5:00 PM	6:20 PM	7:10 PM
Apple Valley	Lv	7:08 AM	↓	↓		↓	↓		7:58 PM
Riverside	Lv	7:34 AM							8:24 PM
Ontario	Lv				3:57 PM			7:17 PM	
Los Angeles	Ar	7:57 AM	9:10 AM	1:15 PM	4:20 PM	5:10 PM	6:10 PM	7:40 PM	8:47 PM

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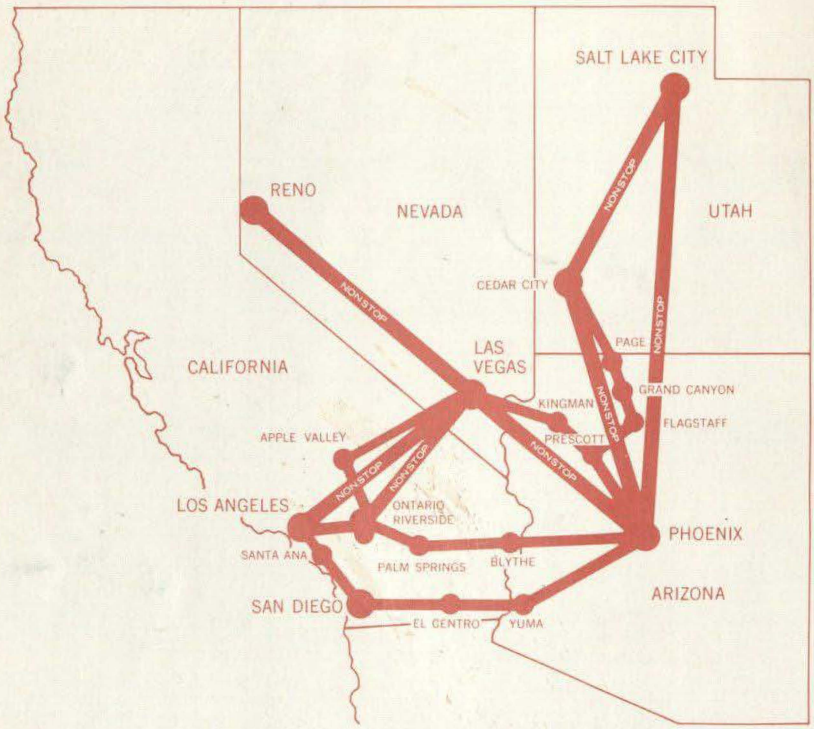

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